

Results

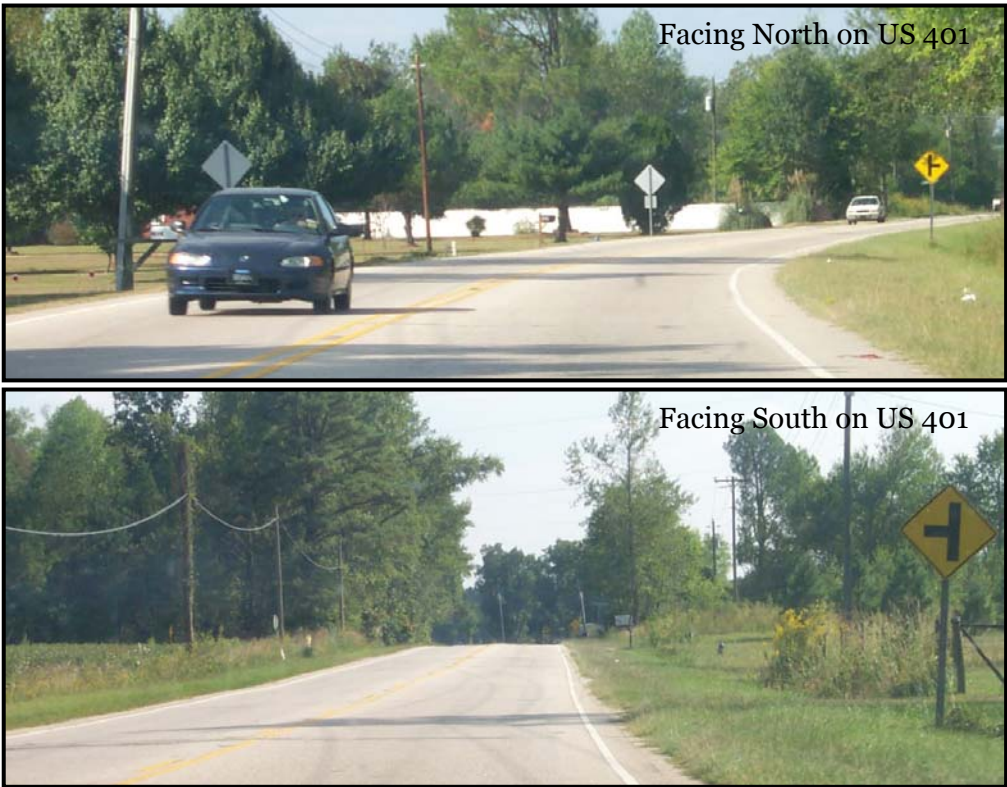
Crash Reductions (Using 7.5 Year Before and After Periods)

|                        |                  |                                       |
|------------------------|------------------|---------------------------------------|
| Total Crashes:         | 89.7% Reduction  | (From 29 crashes to 3 crashes)        |
| Target Crashes*:       | 100.0% Reduction | (From 22 crashes to 0 crashes)        |
| Target Injury Crashes: | 100.0% Reduction | (From 12 crashes to 0 crashes)        |
| Target PDO Crashes:    | 100.0% Reduction | (From 10 crashes to 0 crashes)        |
| AADT:                  | 41.4% Increase   | (From 5800 vehicles to 8200 vehicles) |

\* Target Crashes include all Lane Departure Crash Types during Wet road conditions.

The Treatment Location appears to have had a substantial decrease in both Total and Target Crashes from the before to the after period. Resurfacing the pavement along the treatment strip appears to have had a dramatic reduction in the number and severity of Run-Off-Road Crashes. After the pavement was wedged and overlaid with skid-resistant materials, no wet crashes were reported in the after period.

Location Photos Taken on October 2, 2005



For the complete project evaluation report and reports on other projects, please go to:  
<http://www.ncdot.org/doh/preconstruct/traffic/Safety/ses/projects/completed.html>

North Carolina Department of Transportation  
Traffic Engineering and Safety Systems Branch  
Traffic Safety Systems Management Section  
Safety Evaluation Group

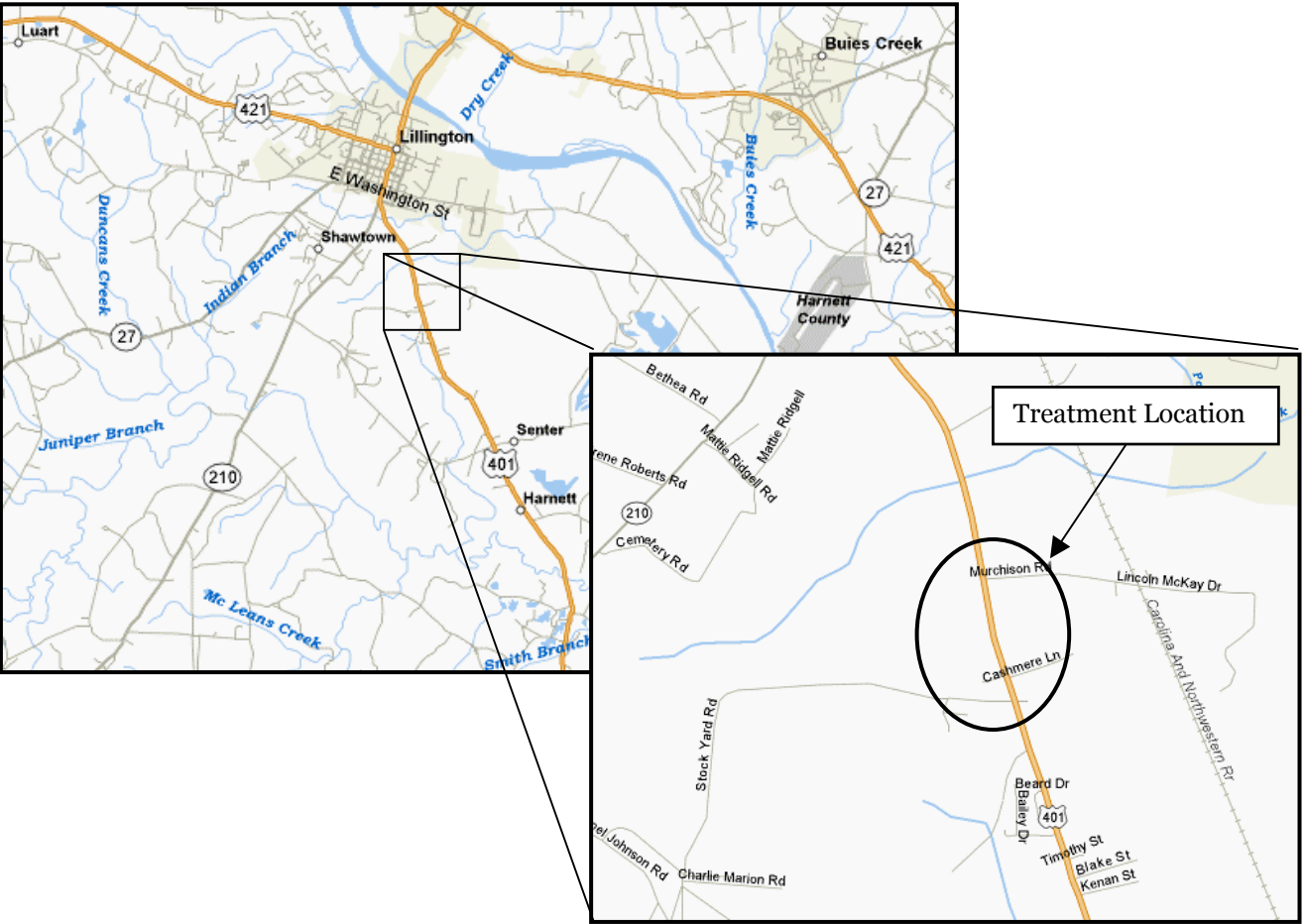
Evaluation of Spot Safety Project # 06-96-207

The Pavement Resurfacing along US 401 from  
SR 2019 (Lincoln McKay Dr) to SR 2035 (Stockyard Rd)  
In Harnett County

The subject location is located in a rural area south of Lillington. Traffic Engineering staff originally recognized this location as needing safety improvements because it had experienced 21 Total Crashes in the three year time period between May 1, 1993 through April 30, 1996. Of these, 14 crashes were Run-Off-Road Crashes and 15 crashes occurred during wet road conditions. The Total Crashes resulted in five class-B injuries and eight class-C injuries.

The spot safety project improvement consisted of wedging and overlaying the pavement on the 0.324 mile section of US 401 from Lincoln McKay Dr to Stockyard Rd. The safety improvements were intended to alleviate the wet roadway lane departure crash pattern by improving drainage on the road and providing more skid resistance.

The project was completed on September 26, 1997 at an estimated cost of \$35,000.



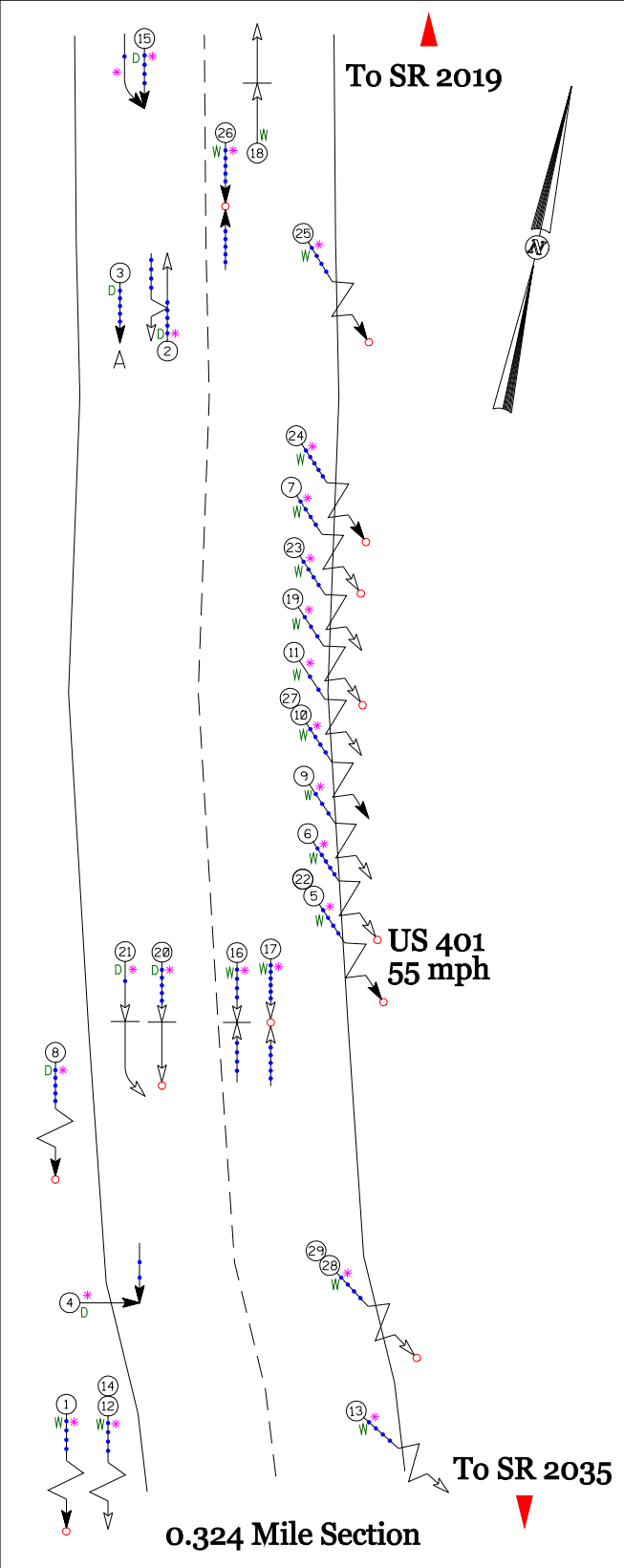
# Before Period Collision Diagram

February 1, 1990 through July 31, 1997  
(7.5 Years of Crash Data)  
1994 ADT = 5800

- 29 Total Crashes
- 19 Run Off Road Crashes
- 3 Head On Crashes
- 1 Sideswipe Crash
- 3 Rear End Crashes
- 1 Angle Crash
- 1 Left Turn-Same Roadway Crash
- 1 Animal Crash

- 22 Target Crashes\*
- 12 Target Injury Crashes
- 10 Target PDO Crashes

\* Target Crashes are deemed correctable by the treatment. For this evaluation, Target Crashes include:  
Lane Departure Crash Types  
During Wet Road Conditions



# After Period Collision Diagram

November 1, 1997 through April 30, 2005  
(7.5 Years of Crash Data)  
2001 ADT = 8200

- 3 Total Crashes
  - 2 Run Off Road Crashes
  - 1 Rear End Crash
- 0 Target Crashes\*

